DeLorean World

Published Quarterly by the DeLorean Owners Association Volume 11, Number 3; 1994

EXPO '94 THE BEST EVER

TWO 'DREAM' ARTICLES

KEVIN PIKE INTERVIEW

AUTUMN LEAVES IN OHIO

photo by Don Sigler

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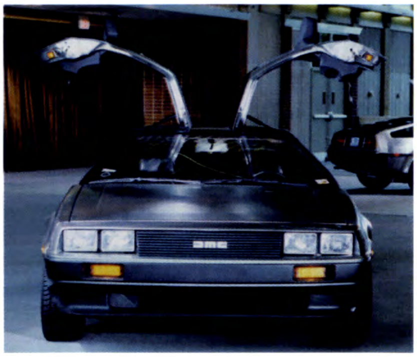

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DELOREAN WORLD

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DeLoreanWorld

DeLorean World, Volume 11, Number 3; 1994

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DELOREAN OWNERS ASSOCIATION EXPO '95

Las Vegas, Nevada

September 28 – October 1, 1995

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PRESIDENT'S MESSAGE

By David Knudson

WILLIAMSBURG WAS A WINNER.

Up until only a few days before Expo '94, I thought I wouldn't be able to go. But fortunately, I was able to make it.

It had been over 30 years since I'd been to Williamsburg and thank goodness, it had changed very little.

Whether or not you were able to go, I think you'll enjoy reading Mary Lou's feature article detailing the fun.

STILL LIVING THE DREAM.

In his article, Bruce Benson discusses several reasons he believes so many of our members have kept their DeLoreans. In addition, he comes up with a theory that our cars, due to their form and structure, may befuddle police radar. The article is very interesting reading and raises a few thought-provoking points about us as well as our unique vehicles.

A DREAM CAME TRUE.

Alex Hayes of Atlanta writes about his hard-working journey to acquire his DeLorean.

We have quite a few young members who are looking forward to the day that they too can drive down the street in their very own 'Back to the Future' car.

Alex's article will be particularly encouraging for those readers but certainly inspiring to us all.

THE MASTER OF FILM TRICKS.

You'll also read a very interesting interview with Kevin Pike, the genius behind the many "Back to the Future" film illusions. Our thanks again to the BTTF fan club for letting us reprint it.

NO ONE SAID IT WOULD BE EASY.

As I've pointed out in virtually all of my president's messages, the road to acquiring a member-only insurance plan has been over 10 years of ruts and rocks. Well we're still bumping along a bit. For example, the 800 number we put in the ad in the last issue of DeLorean World was incorrect. Undaunted, Holly Bromberg of Leland West went out and acquired the incorrect number. So, now it's correct.

The plan is currently on the desks of the insurance commissioners of all of the major states and we're waiting for approvals.

COLLECTING.

For many members, half the fun of owning their DeLoreans is collecting every manner of DeLorean-related memorabilia. For those of you who enjoy this, I have a suggestion. Put together an inventory list that includes the estimated value of each item. Remember, we're not talking peanuts here. Some of the DeLorean books alone are now selling for hundreds of dollars.

I tell you this because I am in the throws of sorting through, keeping and throwing away hundreds of pieces of a train memorabilia collection my father had accumulated before his recent death.

Yes, he kept no inventory. Yes, I know nothing about this stuff.

Because it is going to need to be shipped from his home in Michigan to ours in California (for a pretty penny), I'm trying to be selective. And I can't spend the time there required to have an appraiser go through every item. Needless to say, it's a nightmare and I've probably pitched some valuable items.

Please, please inventory your collection.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1994 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

DELOREAN OWNERS ASSOCIATION
Mary Lou Knudson, Activities Director
(818) 352-7232

AREA REGIONAL CHAPTER 9
Southeast Texas
Mary Ruth White, Coordinator
713-664-1833

JUNE 1	Monthly meeting at Delorean One/Houston, 7:00 P.M.

AREA REGIONAL CHAPTER 12
Southern California
Ed Bernstein, Coordinator
(818) 993-0967

AREA REGIONAL CHAPTER 23
Ohio
Bob Trunick, Coordinator
(216) 772-4783

FALL	Autumn Leaf Tour

AREA REGIONAL CHAPTER 38
United Kingdom and Ireland
David Howarth, Coordinator
094-288-2331

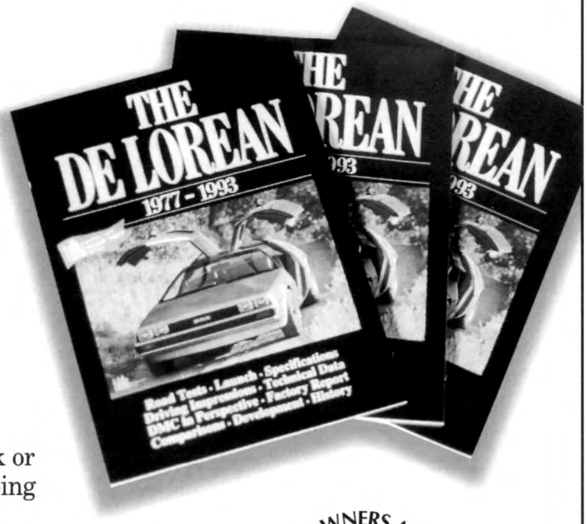
AREA REGIONAL CHAPTER 39
Northern California
Tina and Gary Hall, Coordinators
707-538-1662

FALL 1994	Napa Valley, California

AREA REGIONAL CHAPTER 22
Massachusetts, Maine, New Hampshire
Dick Stride, Coordinator
802-889-3732

JUNE 12	Flag Day Parade in Framingham, MA
JUNE 19	Newport Motorcar Festival Portsmouth Abbey in Portsmouth, Rhode Island
JUNE 24 & JULY 22	Friday Night Cruise Night Leominster, MA

GET THE NEW DELOREAN BOOK!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TechQuest

by John F. Truscott, Technical Director

Tech Quest is a new feature of DeLorean World. Send me your technical questions regarding the DMC-12 and we will print as many questions and answers as we have space available. As Technical Director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to me, John Truscott, 879 Randolph Road, Santa Barbara, CA 93111-1030.

From: Bruce Lasuta - #4576
Sechelt, B.C. Canada

Q: My driver's door appears to be slightly elevated over the roof panel on the rear edge and doesn't close as 'solidly' as the passenger door. Is there a shop manual or (better yet) a video available to cover the alignment procedure?

A: There is no video available that I know of and the shop manual covers the door adjustment procedure in terms a bit difficult for most of us to understand. The professionals advise letting a shop do the adjustments if it involves loosening the hinges because the procedure can be very dangerous. But for the slight irregularity you describe, I would suggest peeling back the weather stripping in the channel edge of the "T" top exposing the three sheet metal screws holding it in place. Notice that the holes are elongated allowing you some up / down adjustment. This may be enough to improve the alignment.

From: John O'Daly - #4479
Carrboro, NC

Q: As a new owner of a DeLorean, I would like to have extra keys made for my car, but I don't know what key blank I should ask for.

A: It depends on the V.I.N. number of your car which will determine if you have one or two keys - one key for the doors and a separate key for the ignition. Early 81's use a two key system, late 81's and all that followed use a single key. For the early cars, the door key blank you should ask for is "ILCO-WB3 X169", and the ignition key blank can be either of the following, 1: SILCA-NE27, OR 2: TAYLOR-X29.

From: Randy Atamaniuk - #4391
Redwater, Alberta Canada

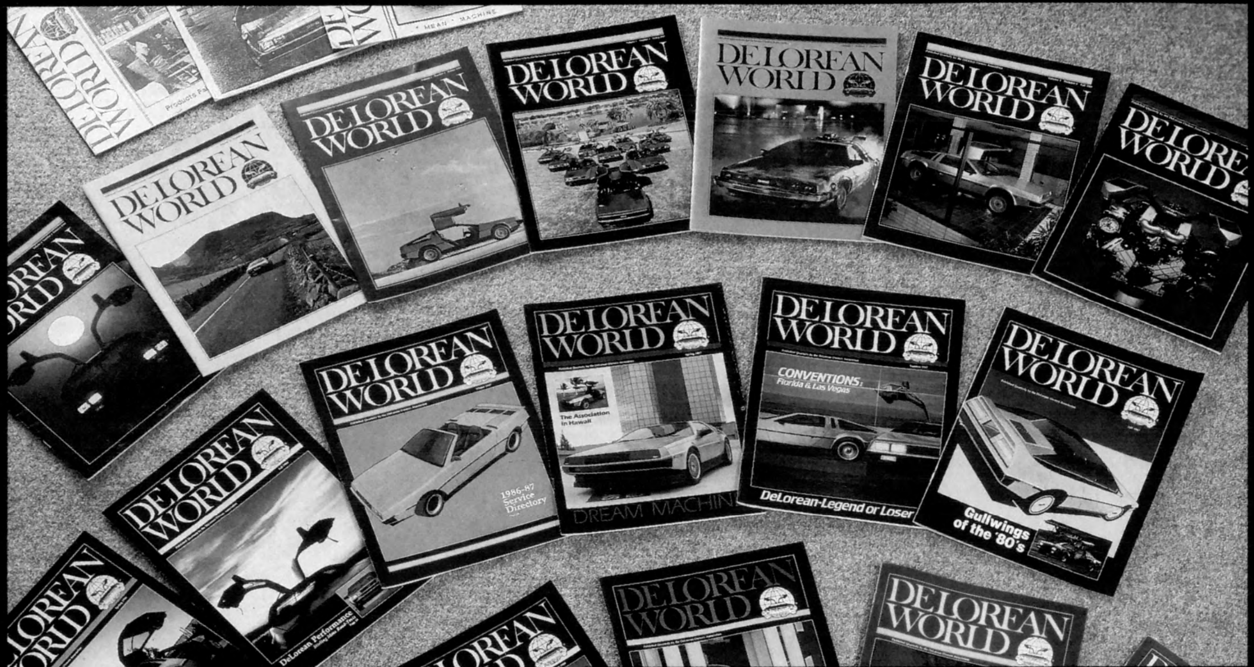
Q: When I run the passenger window up, it pops off the guide and goes up into the opening crooked. I have put it back on the guides, but when I operate the window it pops off again. What is wrong with my window?

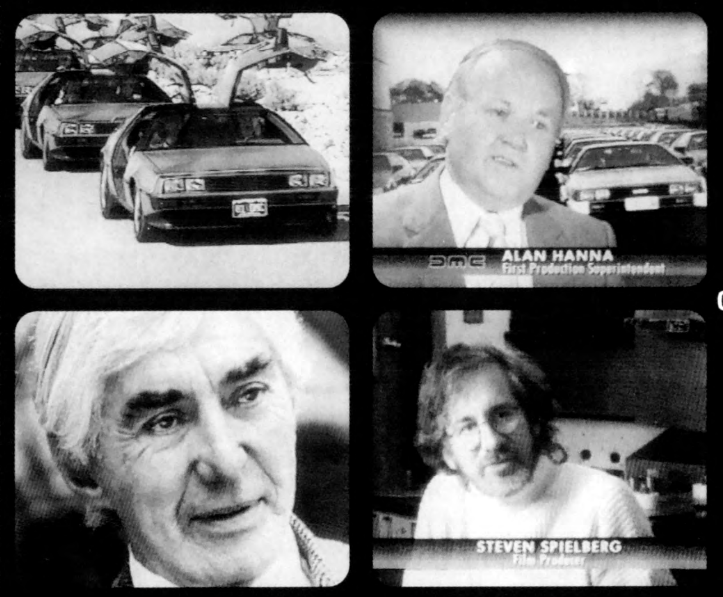
A: Somewhere along the way, your car has probably been subjected to a real hot summer day out in the sun with the windows down. This heat has softened the mastic cement used at the factory to hold the window in place and allowed its position to shift in the track. When the temperature cooled, the mastic hardened and the window ended up out of alignment causing it to jump off the guides every time the window is raised. The only way to correct the problem is to remove the channel and glass from your door and clean the old mastic from the channel, reinstall the channel on the guides, apply new glass mastic in the channel, carefully insert your window and raise it to a closed position. When the mastic hardens, your problem will be resolved.

From: Many requests over the phone

Q: My doors don't open all the way when it's cold out, but they seem to work well on a warm day. Is there an adjustment to help this condition?

A: Our gas struts are sensitive to extreme temperatures. The only adjustment that can be made to assist the door opening is to the torsion bars. This procedure is best left to the professionals because it is quite involved and it can damage your car if done incorrectly. A possible do-it yourself correction to this condition is the replacement of the gas-struts on your doors because old struts are particularly sensitive to temperature changes.





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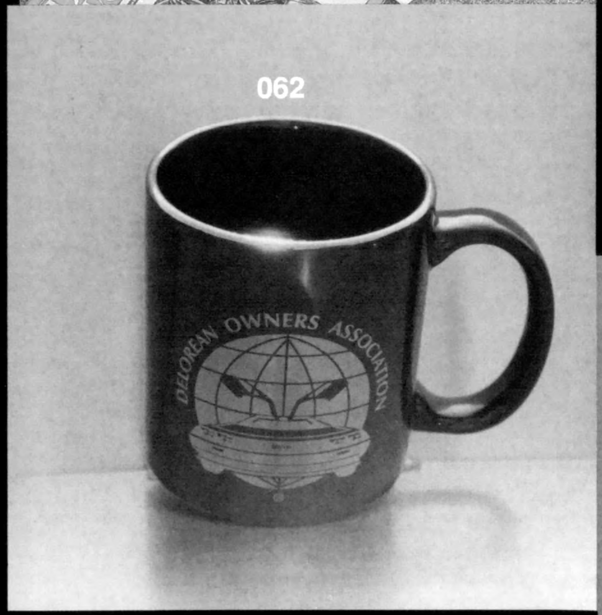

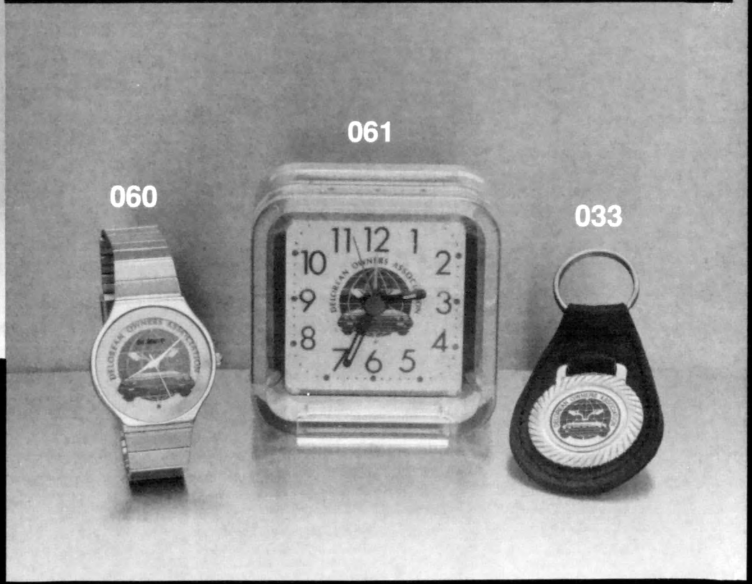

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	1 mug:	$10.00
	Set of 2:	$16.00
	Set of 4:	$30.00
	Set of 6:	$44.00
063	**The Delorean - 1977 to 1993**. Fantastic Compilation of DeLorean Articles! **Just off the Press!**	$16.95
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DeLorean Owners Association Products
Marcie Haug - Products Director
1617 Del Valle Avenue
Glendale, CA 91208
(818)243-2616

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016CC	**Cape Cod Expo '89 Red Long-sleeved Sweatshirt.** Was $16.00. **Closeout !**	$10.00
012P	Our **Best Polo Shirt** with embroidered Logo (**with pocket**); red or blue	$30.00
012	Our **Best Polo Shirt** with embroidered Logo (**no pocket**); gray, green, or white	$28.00
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002	**Baseball Cap** with mesh back and Logo; white, emerald green, gray or royal blue.	$15.00

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THE FUTURE OF AIR CONDITIONING

by Stephen Wynne,
DeLorean One

The question has come up, "What is the future of the auto air conditioning service industry."

Let's look at some of the facts...in 1989, the production of CFC12 hit an all time high with 1.2 million tons being produced. In 1992, that amount had dropped to 630,000 tons and production will substantially decrease for 1995 then cease entirely by the end of that year. Along with this phase out there has been an ever increasing U.S. excise tax attached to CFC12 production.

The tax due in 1993 equalled $3.35 per pound. This year it will be $4.35 per pound and increase again to $5.35 per pound for 1995.

A NEW BILLION DOLLAR INDUSTRY.

All of this has created a billion dollar industry just for the new required service equipment. As of January 1, 1993, every service shop in the U.S. doing any amount of air conditioning service is required to use recovery equipment.

It is forecasted that only about 30 million vehicles will be under warranty and it is estimated that up to 60 million vehicles will be considered candidates for retrofit.

There are around 180,000 traditional service outlets, and out of those, about 138,000 do some type of air conditioning service work with 20,000 of those focusing primarily on auto air conditioning.

WHAT PARTS NEED REPLACING?

I receive many calls asking, "What parts do I need to replace when doing a retrofit?" The answer is, in some cases, all the parts and in other cases, very few. The problem is trying to identify which parts to replace on which vehicles. Although we will have to wait for most of this info to be passed down by the OEM, the parts to complete a retrofit are available today.

There are pros and cons on virtually every part in the system. Some items may be better in a certain application than others. For example, an extremely high temperature application, it would be best to use HSN/HNBR o-rings. Otherwise you can use the blue hi-grade neoprene in most other applications.

In retrofitting, it may be best to use ester oil, if for no other reason than for its compatibility with residue R12 and mineral oil. However, PAG oil may be the choice in some applications.

Below, I have covered most parts in an air conditioning system, however if you have any unanswered questions, please call us.

ACCUMULATORS/RECEIVER DRIERS:

- Replace with unit containing XH-9 desiccant (good for R12 & R134a)
- R134a models containing XH-9 identified with blue labels
- Sight glasses removed from most driers. PAG oil will keep glass appearing milky and will not clear up.

CHEMICALS (ESTER VS. PAG OILS):

- PAG oils are currently the OEM choice for factory filled systems
- Ester oil is approved by Volvo for retrofitting
- Ester oil absorbs moisture 10 times greater than mineral oil
- PAG oils absorb moisture 100 time greater than mineral oil
- Ester oil will tolerate higher levels of mineral oil residue than PAG oils
- When retrofitting, refill ester/PAG oil to equal original charge of mineral oil
- Ester oil will mix to 50% with all PAG oil types
- PAG oil can cause severe skin irritation
- PAG oil may damage appearance of painted surfaces and plastic parts, can cause deterioration of hoses, belts and other rubber parts (cleanliness is a virtue)

COMPRESSORS:

- Compressors will require new hi-grade neoprene or HNBR sealing material

- Change of shaft seal may be necessary when retrofitting
- Service fittings have been removed from R134a compressors. When retrofitting, either remove all ports or cap according to SAE J1660

CONDENSERS/ELECTRIC FANS:

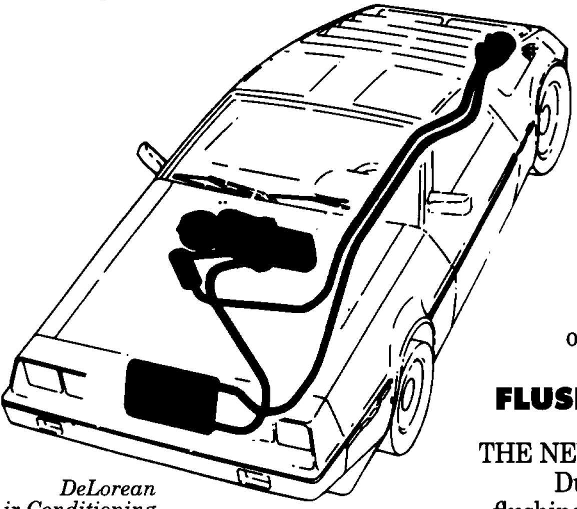
- Will need to use multi-flow or parallel-flow type condenser to help dissipate heat and reduce higher head pressures
- Individual vehicle needs will depend on current condenser type and air movement across condenser
- Auxiliary fans will become increasingly more popular and in some cases will be substituted in place of fan blades

EVAPORATORS:

- No changes required

EXPANSION VALVES:

- New valves required
- Heat settings and orifice size have been changed for R134a
- May use R134a valve on R12 system, however, vent outlet temperatures are 20% to 30% higher



DeLorean Air Conditioning unit.

HOSE/FITTINGS:

- Use only barrier-type hose
- Hose fitting/hose assemblies must be bubble-crimp style for R134a system
- Typical barb-style fittings and hose clamps are not approved
- All R12 ports must be converted to R134a style or capped off with non-removable caps
- Barb fitting should not be used with bubble crimper and beadlock fittings cannot be used with standard crimper

LABELS:

- All retrofit labels must contain: "NOTICE: RETROFITTED TO R134A" to meet SAE J1660 specifications
- Label must state "RETROFIT PROCEDURE PERFORMED TO SAE J1660" and must state refrigerant charge and lubricant type
- Label must be placed over any R12 label

O-RINGS/GASKETS/SHAFT SEALS:

- R12 o-rings are not compatible with R134a systems
- All system o-rings should be upgraded to R134a compatible
- Shaft seal may need only o-ring upgrades or new types may be used in some compressors when installing new o-rings, continue to pre-coat with mineral oil

SWITCHES/RELAYS:

- Clutch cycling switches will be replaced or recalibrated

TOOLS:

- New "dedicated" R134a equipment must be used
- SAE documents J1627/1628 specify that leak detectors detect leaks of 0.5 oz. per year moving at a rate of two inches per second at a height of 1/4 inch above leak source
- Only the Yokogawa H10G electronic leak detector currently passes
- Leak dyes are becoming widely used. However, make sure your dye is made by a reputable source. Some dyes have solvents which have been proven to cause o-ring damage and compressor failure.

FLUSHING:

THE NEW LOW-DOWN IS THIS:

During the process, it has been shown that flushing with R12 actually leaves more residue R12 in the system than by not flushing.

By recovering all refrigerant and draining the accumulator and compressor, you will have removed most of the mineral oil and reduced the residue R12 to less than 2%. This is critical.

Proper vacuuming of the system is now the most critical step. Vacuum the system for 30 to 45 minutes for a single system and 45-60 minutes for a dual evaporator system. If you replaced most of the major components, i.e., compressor, condenser, evaporator, it may be best to refill with the proper PAG oil for the compressor type. Otherwise, if just the drier expansion valve and the shaft seal were replaced, your best choice for retrofitting will be ester oil. It's already been mentioned that ester oil is more compatible with residue R12 and mineral oil than PAG oils.

In the event the entire air conditioning has been flushed, change the lubricant directly into the compressor or into the low side of the system near the compressor to provide lubrication when the system is first turned on.

THE DREAM Accomplished- AND BEFORE MY EIGHTEENTH BIRTHDAY

By Alex Hayes
Atlanta, Georgia

Alex Hayes, member 4123, and his "dream" DeLorean.

I can remember always liking the shape and style of the DeLorean automobile, but it wasn't until 1989, following the release of "Back to the Future Part II", that I really began to take interest in this extraordinary car. It was then, almost five years ago now, that my DeLorean dream began.

As the years progressed, I tried my hardest to figure out how I could make this dream become a reality. I worked and worked and still I didn't think I could ever own a DeLorean.

As recently as two months ago, I wouldn't have believed that I could be a DeLorean owner this soon. But there it sits, in my garage, VIN #10336, my dream come true.

I WAS NINE YEARS OLD WHEN THE FIRST 'BACK TO THE FUTURE' CAME OUT.

I suppose the main reason that my interest in the DeLorean didn't begin with the first "Back to the Future" movie was that I was nine years old when it was released, and the concept of time travel was a little beyond my grasp back then.

In addition to that, I must admit that at nine I didn't spend a considerable amount of my time thinking about what type of car I would drive.

But, when I was in eighth grade, I can remember a friend telling me about BTTF II. I had just seen the original film on TV and was anxious to find out what happened to Doc Brown and Marty McFly. I saw the movie as soon as I could, and it was then that the dream began.

I spent the next few years doing little more than keeping an eye out for DeLoreans every time I went anywhere. In those days, I thought that my DeLorean dream would remain a dream for at least a decade, when I would be out of college. Occasionally, I would go see my dream car when one was for sale at a local car dealership.

MY FIRST REAL STEP WAS JOINING THE ASSOCIATION.

I found out about the DeLorean Owners Association, and joined two and a half years ago in anticipation of eventually becoming an actual DeLorean owner. When my first issue of DeLorean World came, I spent the next few weeks reading the articles over and over. After a few more issues, I became very excited about the possibility of purchasing a car.

> **"When my first issue of DeLorean World came, I spent the next few weeks reading the articles over and over."**

Then, about the time I decided I would begin trying my hardest to get my dream car, I had to return to school. It was my junior year in high school, my toughest year academically, so I didn't have much time to work for a DeLorean.

The following summer I was offered a job landscaping, and I spent the next three months working harder than I ever had. I woke up every day at 5:45, and was supposed to get off at 4:00, although I rarely did. However, the pay was good and with my dad matching what I made, I was beginning to think about getting a DeLorean by the end of the summer.

NEXT, I STARTED LOOKING AND LOOKING AND...

I had always kept an eye on my local Atlanta DeLorean market, but with the amount of money I had, I began looking all over the nation for a good deal. I wanted to go ahead and get my car before I went to college because I knew that after four more years, the price of even a fairly cheap DeLorean would be only that much further from my price range.

The first car I hoped to buy was in Reno, but I was having trouble selling the Pontiac I was driving at the time, and the DeLorean sold before I was able to get it.

My next hope was in New York where I had found a car which needed a bit of work, but was still quite a deal. Again I had trouble selling my car, and the DeLorean sold before I could get to it.

THEN ALONG CAME RICK COLE'S 'GOLD LIST'.

It was during this time that I was reading about the DeLorean making Rick Cole's "Gold List" of collectible automobiles - great, the car would be appreciating in value just fast enough to outpace my income! But, I hung in there and called about an ad in a car magazine. This was it! This one was for sale at a dealership in Massachusetts, but the deal was arranged by a woman in Nashville, Tennessee.

The details of the final deal are somewhat confusing, but with the trade-in of my Pontiac, the money I had made landscaping and a loan from my dad, I was able to get my DeLorean.

Of course, I should have expected that one of the worst snowstorms in recent history would hit the northeast just as they were trying to truck my car to Atlanta simply because nothing about this entire process had been easy.

When it finally arrived, my four and a half years of hoping and dreaming were over. Every bit of hard work and searching had paid off. After a quick bath, the brilliant Ferrari Red paint job glistened in the sunlight and my DeLorean dream had become a reality. I slipped behind the wheel and went for my first drive. It was amazing. I loved driving it then and I have loved it ever since.

I suppose this proves the validity of Doc Brown's best advice, "If you put your mind to it, you can accomplish anything."

STILL LIVING THE DREAM

DO YOU EVER WONDER WHY SO MANY OF THE ORIGINAL BUYERS STILL OWN THEIR DELOREANS? A PRETTY HEALTHY PERCENTAGE OF OUR ASSOCIATION IS MADE UP OF LONG TIME OWNERS WHO STILL HAVE THAT SPARK OF ENTHUSIASM BURNING.

By Bruce Benson
Lino Lakes, Minnesota

What keeps that spark alive when so many of our interests seem to peak and fade? The past? The future?

Perhaps Gloria Steinem said it best in her biography of Marilyn Monroe when she cited, "If the past dies, we mourn it but, when the future dies we feel compelled to carry it on." In addition, it seems we're always discovering something new about our unique vehicles. Who knows what the future will bring?

UNFULFILLED POTENTIAL.

Our early enthusiasm for the stainless steel wonder car had barely built momentum when the dream was abruptly ended. The hints of turbochargers to come died in an avalanche of red ink. Automotive writers found that bashing John and his car was an easy way to fill their columns. But, in 1984, ROAD and TRACK editors took a backward glance at what could have been when they wrote of the Legend Industries twin turbo car. Suddenly the car's potential was brought to light.

Maybe that unfulfilled potential is one of the reasons we've maintained our enthusiasm all these years. DeLorean owners seem to have an appreciation of something - albeit a little out of the ordinary - that has been denied the chance to gain a proper legacy.

When I think about the automotive future I have a mixed sense of direction. I, like the Marilyn Monroe followers Gloria Steinem referred to, feel compelled to carry on the dream that died.

In my case I wanted to experience a DeLorean with turbo power but was haunted by the question: will doing so diminish my car's appeal? In the end, I added the turbo which, in turn, added to my enjoyment of the car way beyond any pecuniary aspect of owning one of these gullwinged marvels.

CLEARLY AN INVESTMENT.

Speaking of pecuniary aspects, I'd bet we've all thought of the potential monetary value of our car at one time or another. If we don't think of it on our own, we're reminded of it every so often. Recently, the successful collector car auctioneer Rick Cole picked the DeLorean to head his annual "GOLD" list of cars headed upwards in value.

The U.S. publication, 'HEMMINGS MOTOR NEWS' recently had a list of DeLoreans for sale with an average price of $19,000. This price was the average of 17 cars ranging in price from $13,000 to $30,000.

Some time ago I spoke to Giles Chapman, the former editor of 'CLASSIC and SPORTSCAR', an auto magazine published in London. He said, "While they're not hot sellers now, they are beginning to pop up on English car lots." A recent ad in that publication revealed a DeLorean being offered on one of those English car lots that was just imported from California. They must be appealing enough to warrant the cost of importing one on speculation.

DeLorean prices seem to be creeping up ever so slowly and this would seem to indicate a blue chip car. The slow, steady growth of its value, in the wake of more volatile rides such as Ferarris and E type Jaguars, seems very reassuring.

The speculators have left the DeLorean alone with its appeal leaning towards the enthusiasts; a good sign the price isn't going to fluctuate up and — more importantly — down by 50% or more. It has all the virtues one would look for in a solid long term investment.

Does this mean our cars are our ticket to financial security? Hardly, but it does give us one more thing to make us feel good about while owning this piece of automotive history and besides, it's always an adventure to live a dream.

HAVE YOU DISCOVERED THIS?

As I mentioned, another reason many of us keep our cars may be because we're always discovering something new about them. What will the future hold?

There are memories of our youth that just seem to always be there. A woman, my parents knew, left one of those unforgettable memories in my mind.

Bruce and Carole Benson

She was about 40 years old when I met her during a visit to her northern wilderness cabin. A part of that wilderness habitat is the infamous Poison Ivy plant. In all of her 40 years, she bragged she had never had a problem with it and she had convinced herself that she was blessed with a natural immunity. To prove her point she proceeded to run the leaves all over her face and arms. I'll always remember this because it marked the first time I was to visit someone in the hospital.

Keeping this memory in mind on a recent trip on the Interstate between St. Paul and Duluth, I managed to exceed the speed limit more times than I should admit. On three different occasions, unmarked patrol cars set our DeLorean radar detector ablaze as we cruised at 75 to 80 mph. To our amazement, we encountered no reaction from the troopers in the patrol cars.

This brought back memories of our three car convoy going across the country to the Las Vegas Expo a couple of years ago. More than once, our detectors indicated we were picked up on radar while traveling at 85 mph +, again with no reaction. Was I immune?

Then this past summer, while driving across South Dakota, I encountered a 'SMART BOX'. This is one of those radar units on wheels that are planted along the highway to read your speed, display it on an electronic screen and hopefully give you the idea you're breaking the speed limit. Some states even incorporate a video camera and mail you a speeding ticket.

My detector gave me plenty of warning so I'd slowed to 65 mph by the time I approached it. My speedometer said I was going 65 but, the 'SMART BOX' registered 56! Was it the 'SMART BOX' that wasn't so smart or is the DeLorean a poor target for a radar gun? Maybe DeLoreans are immune.

IS IT A STEALTH CAR?

Compare the sharp angles of the car's body panels with the shape of stealth aircraft and the newer stealth boats. Compare the windshield with other cars. It's much steeper. Plastic and glass don't reflect microwaves. Most new cars have plastic fronts but they also have a large steel engine block behind the plastic. They also sit several inches higher and present a more formidable target for the microwaves. The only metal of any consequence in the front of the DeLorean, besides its sharply angled fenders, is an aluminum radiator with fins that would deflect the waves all over creation.

I've talked to friends who have received their share of speeding tickets while driving their DeLoreans but many times they were one of several cars, all speeding, with only one officer to do the dirty work. Which car would you choose when having to single out one from the pack? The DeLorean looks much more guilty than mom and the kids in the Dodge caravan or the elderly couple in the Ford Taurus.

Is the DeLorean a true stealth car? Is it immune to radar? The arguments can be made to sound reasonable and if I can find someone with access to some speed measuring equipment, I'd like to give it a test. In the meantime though, remember the lady I told you about? Sometimes blind luck can be misinterpreted as being invincible.

AN INTERVIEW WITH

Kevin Pike of Filmtrix

EXCERPTS OF AN INTERVIEW BY PATRICK DOYLE AND BOB BOYCE

COURTESY OF THE BACK TO THE FUTURE FAN CLUB'S NEWSLETTER, HILL VALLEY TELEGRAPH

It was Kevin Pike's Special Effects company, Filmtrix, that built the time traveling DeLoreans for the first Back To The Future movie. These questions were asked in-person with Kevin and I hope that all of you DeLorean enthusiasts will enjoy what Kevin had to say in this interview.

Kevin was born in Hartford, Connecticut, and spent time in Houston & Beaumont, Texas, before returning home to Connecticut upon graduation from high school in 1969. Kevin worked odd jobs until taking a job in 1974 in Martha's Vineyard; a job which would change his life forever.

While working one day, a movie scouting crew came to Martha's Vineyard looking for locations for a new movie called Jaws. Kevin quit his regular job, and hired on as a day worker. Kevin's movie career began with cleaning the boathouse where the Jaws props were built and stored. He soon graduated to repairing and painting the mechanical shark used in the film. While on the set, he became friends with Roy Arbogast, which led to working in a variety of jobs - one of which was Special Effects.

When Jaws finished shooting in September of 1974, Kevin returned home to Connecticut. But the movie bug had bitten him, and soon he was on his way to Hollywood to break into the business. Kevin got his break at Paramount Studios. Once he had joined the union, he began to work on productions being shot on the lot, and he quickly learned the business from the ground up.

Kevin is a real master of his movie magic craft; the professional's professional. He is a family man, and lives with his wife and daughter in the North Hollywood area.

Bob: When did you go into business for yourself, and where did the name "Filmtrix" come from?

Kevin: I decided to go into business for myself October 27, 1983. I had been toying with the name "Filmtrix". I liked the idea of it; I liked the spelling of the name, because it had an "F" and an "X" for "effects". I incorporated, they did a title search, and the name was mine.

Bob: Who was it that contacted you for Back To The Future, and eventually brought you in to build the DeLoreans for the movie?

Kevin: In the Summer of '84, I was doing a move on-location in Payson, Utah called Warning Signs. The cameraman, Dean Cundey, had received a script for Back To The Future and offered me an opportunity to read it, and I did. When we finished Warning Signs and came back to Hollywood, he introduced me to Bob Zemeckis. I met with Zemeckis, Larry Paull, the Art Director, and Bob Gale, The Writer/Producer. I was subsequently hired to do the Special Effects on the movie. One main part of the movie I was interested in was building the DeLorean time machine. It was a really exciting action prop element of the movie. I had worked with Ron Cobb, the designer on The Last Starfighter, and we found a facility on Chandler in North Hollywood in which to build the time machines. We were given some DeLoreans by the Transportation Department at Universal. We began construction based on a series of creative sketches from Universal's Art Department through Ron Cobb and Andy Probert, both who were under Larry Paull.

Pat: The DeLorean is the true star of Back To The Future! Some people say that Doc Brown invented the DeLorean, but you are the Special Effects genius who built the actual DeLorean for Back To The Future! Aren't DeLoreans hard to get?

Kevin: They didn't have too much of a problem back then. Of course it was 1984, and they were able to get three of them quite reasonably. Then we immediately began cutting them up and started converting them into the time machines that they are now.

Pat: Didn't you use a lot of airplane parts for the modification of the DeLorean?

Kevin: We got our parts from all different kinds of places. We used electronic surplus houses to get parts. We used aircraft components. We got used car parts. All different kinds of pieces were brought together to give the car that unusual look.

Bob: I've heard that the DeLorean wasn't the first car considered for the time machine, rather that the Mercedes 300SL was actually the first car considered. When exactly did you come up with the idea for a DeLorean, or was that the idea of the script writers?

Kevin: All of the decisions and creativeness on which car to use came from Bob Zemeckis and Bob Gale. They did originally consider the 300SL. I recall conversations on the set regarding the car when it breaks into the Peabody barn. They had an idea that when the car finally crashes into the barn and "lands", the fact that the DeLorean had a gull-wing door would make it look like a hatch on a space craft, which made people think it was a spaceship from Mars. They considered the Mercedes gull-wing, but I believe they felt that the DeLorean had a more futuristic look and lent itself better for the vehicle that they needed for their script. So they opted for the sleeker lines of the DeLorean. There were other reasons, I believe, but those were the basic ones.

Bob: When you built the cars at the Chandler facility, you have said to do the extensive electrical rewiring needed, you had to tear the cars apart and build them from the ground up. What type of alterations were done to make the cars look like time machines?

Kevin: Most of the original integrity of the DeLorean stayed as it was, but we did do some major cosmetic surgery to the back deck area, obviously, and to the interior. We put in new bulkheads and back plates, and on top of those we added interesting electrical and mechanical pieces that transformed the car and performed various functions in the script. These included the flux capacitor, the plutonium chamber, and the switching mechanisms that allowed time travel, plus we did a lot of dress wiring. We put in gauges that worked, LED clocks that counted down, and LEDs to record speed up to the magic 88 miles per hour. All of these were designed according to the demands of the script and the story as expressed to us by Bob Gale and Bob Zemeckis for what they wanted to show in the movie. In working with the people at the Universal Art Department, we were able to bring the vehicle to an esthetic level that immortalized the car!

Bob: You spoke of Ron Cobb. Even though there were some basic concept drawings, how much of the car is based on drawings, and how much was created by Filmtrix?

Kevin: As always in the motion picture industry, it's a collaborative effort. There are many creative inputs, and the Universal Art Department did provide a series of sketches that gave us a guide, however, they were not necessarily the gospel. We had an artistic liaison person by the name of Mike Scheffe, who had a strong history in car design and illustration work. He did a lot of the shopping and buying as far as some of the pieces and what looked good on the car. A lot of the creativity came from our own technicians at Filmtrix, whose sensibilities about retaining the design of the car guided them in their work.

Bob: From the day that you received that first DeLorean, how long did it take to do the transformation from beginning to end?

Kevin: Going back almost ten years, my recollection is that it took about ten weeks from start to finish to do all three cars completely in the various configurations that they needed. We didn't get all the cars at the same time, but within a couple of weeks, we had all three cars. We built three cars; what we called an "A" car, a "B" car, and a "C" car. The "A" car was our hero car; the best looking and most detailed of the three. The "B" car was almost an exact duplicate of the "A" car (and was used for second unit and stunt work) and had more action designed for it. It was the car that had the fire that came out of the wheel wells. The "C" car was basically a process photography car, and as we got into the film, we began cutting the car down shorter and shorter, smaller and smaller, to facilitate getting the camera in where it needed to be. It was also used for "blue screen" work. An example being Marty driving in the Peabody field where he hit the scarecrow. So, we started building the cars on October 4, 1984, and finished just prior to Christmas.

Pat: Were the destination times all edited into the film later, or did they actually work if you typed on the keypad?

Kevin: There were some functions on the car that worked that could be operated by the actor. They could press the button, throw the switch, and make it do what it was supposed to do. And then there were others that had an umbilical cord of wires, like phone lines, that came out of them that were attached to thumbwheel panels that manually operated or relayed that then converted the light-amended diode to change. Then there were others they could actually press buttons and make lights light up.

Bob: Did you deliver the finished cars to Universal Studios?

Kevin: No, Teamsters came out to the shop, got them and drove them back to Universal. After that, they were always towed around. The drivers took care of transportation of the DeLoreans to the set or the various locations.

Bob: If a problem arose with the cars during production, was Filmtrix called out to care for the cars?

Kevin: It was the Special Effects crew that maintained the cars as far as their look, being clean, and as far as them being in the mode necessary for shooting. There were various configurations of the car, like when it had the hook on the back and when it had the Mr. Fusion on it, and it was our job to kind of upgrade the car to whatever scene it was working in. The gags for the car were certainly our responsibility. Props had a hand in it, making sure that certain things were with the car, be it a tool kit or an alarm clock on the dash. We were responsible for the icing of the car and making it look right. If there was a mechanical problem with the car, a flat tire, or the engine didn't work, the Transportation Department had a mechanic there to service the car.

Pat: What type of chemical did you use to freeze the DeLorean? Was it actually that cold, or could the actors touch it?

Kevin: We basically used water and liquid nitrogen, which is a common chemical, and sprayed the two together on the car, and the water formed ice. So it was a pretty simple technique that worked very effectively. Liquid nitrogen is very, very cold, and it causes the water to freeze quite quickly. It was just as cold as ice when it was on the car.

Pat: The DeLorean first had a plutonium chamber. Who came up with the idea for Mr. Fusion, and what prompted the change to the Mr. Fusion? Was that the writers or the people in Special Effects?

Kevin: That was completely a story point. It was a necessary change that came out of the script that Bob & Bob wrote, and the design came from the Art Department. They translated the creative visions and words into the visual elements. The idea to use a coffee grinder was the result I believe of Todd Hollowell's sketches and designs to the best of my memory. He was the Art Director under Larry Paull. It was a very attractive prop, and the rest is movie history!

Pat: What was the most difficult Special Effects shot in Back To The Future?

Kevin: I'll say all of them put together. Just trying to stay ahead of Bob Zemeckis' creativeness. We had all of our budgetary limitations and tried to do the very best we could. Every time something new came up, we had to scramble like crazy to get it. They were all difficult. It was all something new at the time. There was a lot of tricky pyrotechnics, with fire out the wheels of the car and things like that. So it all added up to be quite a big challenge.

Bob: You worked with all the BTTF stars. Did you get along with them, and were they nice to work with?

Kevin: All the stars in the movie, like all the people on the crew, were very congenial. Michael J. Fox was certainly a real sport about things. He had a lot of energy and was a very dynamic person to be around. He was very friendly to the crew, and amiable to whatever we had to do. Christopher Lloyd was a lot of fun all the time, and was a great sport about things. When the little car sets his garage on fire, rehearsing with him on that was a lot of fun. Everyone in the cast was very polite and very professional.

Bob: John DeLorean sent you a letter to thank you for putting his car "on the map". What's your opinion of the DeLorean, and were there any problems in using it in the film?

Kevin: Well, I was honored to see that letter, and it was very, very kind of him to say that! Naturally, things happen by chance and sometimes we're offered a great opportunity. We turned his car into a wonderful movie prop that will be remembered for a long time. It was nice to hear some thanks from John. My appreciation for the car is quite high. I really enjoyed the DeLorean as I got to work with it more and more. It was a very stable car. As a matter of fact, there was an occasion where the stuntmen had a little trouble breaking the rear end loose at times, so we had to embellish on that. But the car held up very, very well. Having worked with the car throughout the movie, it proved that it could hold up under the great rigors of film making, whether it be day or night, wet or dry, hot or cold. The DeLorean was really strong, and I have a great deal of respect for the car. I wish it was something that would continue and that they'd make more of them.

Pat: If there is ever going to be a Back To The Future Part IV, do you think that you would like to build the car up again and sport new techniques on it?

Kevin: Well, the car is a beautiful car, and I'm very proud with the way it came out. The design is something that is going to go through time, and I hope that all things continue favorably in that fashion.

Bob: What projects are you currently working on?

Kevin: I recently assisted Michael Lantieri, the Special Effects Supervisor for Back To The Future Part II and Part III, on some car construction and manufacturing at Universal Studios for the new movie The Flintstones. I spend a lot of time doing commercial productions, and just recently returned from St. Thomas, Virgin Islands on a shoot for a French company.

Bob: Thank you very much for your time!

Pat: Yes, thanks for taking time out to talk with us today!

Kevin: It's my pleasure!

Since this 1993 interview, Kevin has worked on numerous productions. Currently, he is doing the Special Effects for the upcoming Hollywood Pictures film, The Puppet Master, which stars Donald Sutherland. At press time, he is still on location shooting that picture.

DeloreanWorld Feature
by Mary Lou Knudson, Activities Director
Photography by Robin McNeil & Don Sigler

DELOREAN EXPO94

WILLIAMSBURG, VIRGINIA • MAY 19-22, 1994

I think, weighing everything, this was the best Expo we've ever had. The setting, the people, the food and the resort were exceptional.

DeLoreans gathered after "Gran Tour" at William and Mary College.

EXPO94

THE WELCOMING RECEPTION BROUGHT EVERYONE TOGETHER

The first official event of the Expo was the Welcoming Reception Thursday evening. Although a few members were unable to arrive until as late as Saturday afternoon, most were there for the reception.

However, well before the reception's 8 p.m. starting hour many members had gathered around their cars to talk DeLoreaneeze.

At the reception, members were treated to a viewing of several DeLorean-oriented tapes and a raft of door prizes.

A TRIPLE BARREL TECHNICAL SEMINAR

After checking in at the door Friday morning, the first thing seminar attendees saw were two gleaming Deloreans positioned in the middle of The Woodlands' Commonwealth Hall.

Technical Director, John Truscott introduced DeLorean professionals, Dave Bauerle of Bauerle Automotive, Stephen Wynne of DeLorean One, and Rob Grady of P.J. Grady, Inc.

Next, the 100 or so attendees split into three rotating groups where they learned about frame rust, the new air conditioning requirements and door seals. In addition, the professionals fielded all manner of DeLorean - related questions.

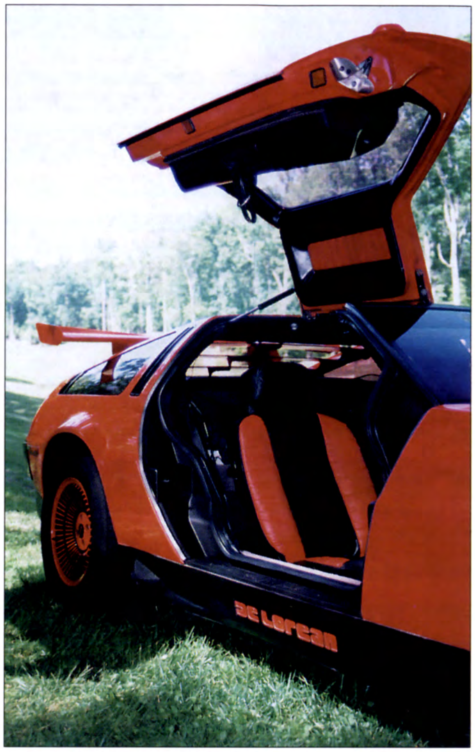
The seminar ran from 9 a.m. to noon so everyone had a chance afterwards to grab a bite and see the historic village of Williamsburg before getting ready for the evening's festivities.

A SCRUMPTIOUS OLDE ENGLISH FEAST

That night, after a brief reception, we all sat down to a wonderful "pass-around" banquet which was patterned after the food that was so popular in the early taverns of Williamsburg - Colonial Chicken, Virginia Ham, Spoon Bread, Cherry Trifle

Assembling at The Woodlands, Williamsburg, Virginia

People's Choice



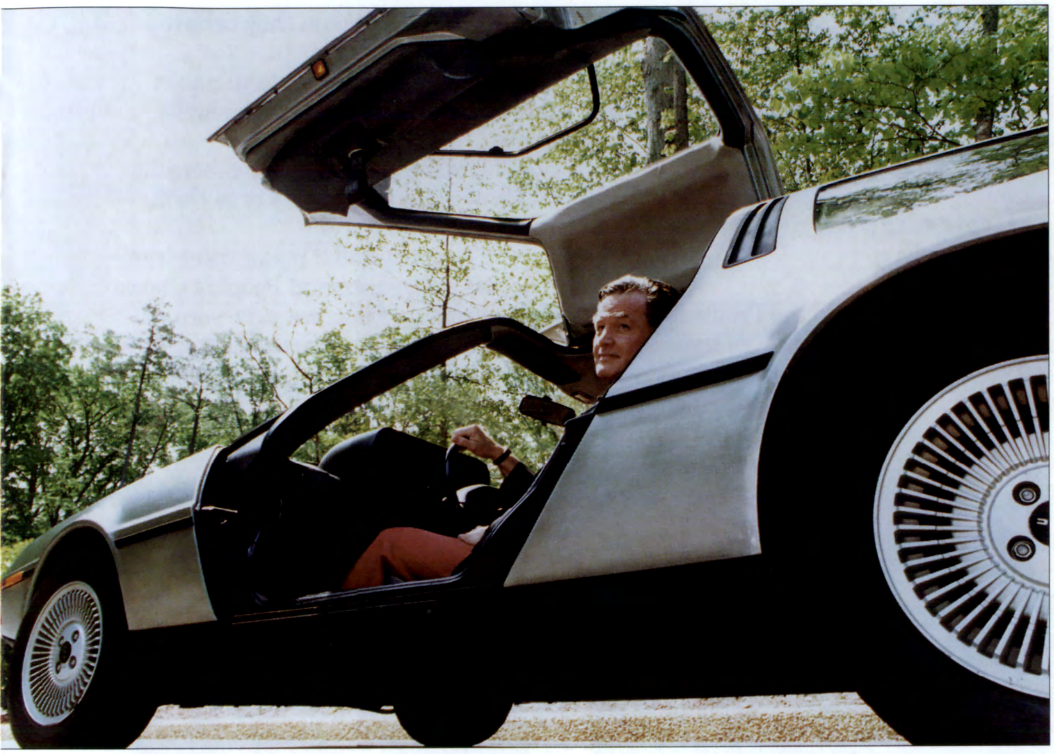
People's Choice 2nd Place, Custom Class, owned by Hank & Cynthia Bolden

Driving through Colonial Williamsburg on the way to the College of William and Mary

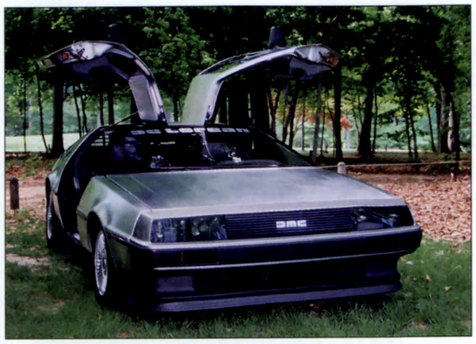
The Capitol at Williamsburg, Virginia

Concours d'Elegance and People's Choice at the country club

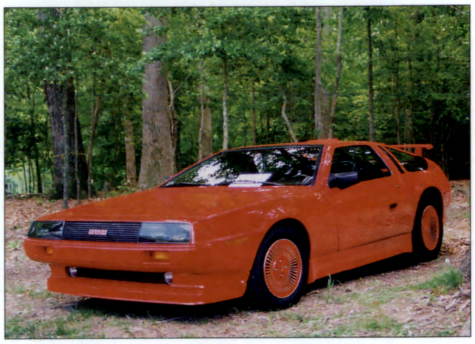
Duke of Gloucester Street, Colonial Williamsburg



Dr. William Massey, Williamsburg member, in newspaper publicity photo.



People's Choice Custom Class owned by Trevor Summers



People's Choice first place winner, owned by Dave Colley

and much more.

As we were finishing our Trifle, the sounds of a melodious fiddle filled the room and dancers dressed in 18th century costumes proceeded to recreate some of the most colorful dances of yesteryear. Several members joined in and added to the fun.

Following the dances, our first big raffle of the Expo got underway. The prizes were so plentiful that they filled two 6 foot tables.

Ed Bernstein of DeLorean One raffled off prizes and the lucky winners took home everything from an original DeLorean luggage rack to Early American Afghans to $100 in cash.

THE BIG DAY

All week, the weather had been pleasant but there were occasional sprinkles. However, Saturday morning dawned without a cloud in the sky.

A SPECIAL THANK YOU TO THE FOLLOWING EVENT SPONSORS

Concours d'Elegance

DELOREAN ONE
HOUSTON, TEXAS
CANOGA PARK, CALIFORNIA

International Banquet

DELOREAN GOLD
STATEN ISLAND, NEW YORK

SINCERE APPRECIATION TO THE FOLLOWING PRODUCT SUPPLIERS, MEMORABILIA EXHIBITORS AND RAFFLE PRIZE CONTRIBUTORS

Edward and Bea Allebone – Shelby Township, Michigan
Back to the Future Fan Club – Madison, Alabama
Bauerle Automotive Inc. – Radnor, Ohio
DeLorean Gold – Staten Island, New York
DeLorean One – Houston, Texas and Canoga Park, California
P. J. Grady, Inc. – Sayville, New York
J & J Enterprises – Santa Barbara, California
Kapac Co. - Columbus, Ohio
Gary Masie – Clifton, New Jersey
Mr. Advertising Ltd. - London, Ontario, Canada
Robin Mc Neill – Playa Del Rey, California
Original Junk Art – Williamsville, New York
Pearce Design Concepts – Glendale Heights, Illinois
Linda Porter – Encinitas, California
Turbo Manifold Company – Wheatly Heights, New York
Wolf & Dove Enterprises – Cape Canaveral, Florida and Annapolis, Maryland

EXPO94 continued...

As Activities Director, I had worried about this for months. Rain would have dampened the DeLorean One Concours d'Elegance considerably. In spite of back up plans, it would have meant pulling seven cars into Commonwealth Hall – a plan I didn't relish.

A HUGE PRODUCTS FAIRE AND MEMORABILIA DISPLAY

The first event Saturday morning was the Products Faire and Memorabilia Display. Table after table of products ranging from stainless steel chassis to DeLorean needlepoint kits tempted even the stingiest of us. As a result, sales were very brisk.

Adding to the excitement, DeLorean One exhibited their massive and impressive DeLorean memorabilia collection which was thoroughly enjoyed by all.

AN INCOMPARABLE CONCOURS

Bumping right into the Products Faire and Memorabilia Exhibit was the DeLorean One Concours d' Elegance. And elegant it was.

This was to be the first event in this country where the public was to be invited. I didn't know what to expect. Would anyone show up? Would they behave themselves if they did?

Well over 100 of the general public showed up and there wasn't a single problem, to my knowledge.

A surprising amount of members do not know what a Concours is so I will briefly outline the scene.

Our Concours had 2 major categories—Concours d'Elegance and People's Choice. The Concours d'Elegance cars were strictly (and I mean strictly) judged by a team of knowledgeable, trained judges. They were dedicated knit pickers who evaluated each car based on how it would have been when it left the factory in Dunmurry. Every inch was scrutinized for

Concours d'Elegance participant Dana Kalchoff

Concours d'Elegance entries on display

Concours d'Elegance 3rd place winner Danny Wise

Judges of Concours d'Elegance (l to r): Bob Weinreb, Rebecca & Michael Sullivan, David Bauerle, Jack Balderston, Joan & John Truscott, Trevor Summers, David Knudson

Concours d'Elegance participant Anthony Lumsden-Cook shipped over his right-hand-drive DeLorean from England

Preparing cars for the Concours d'Elegance

cleanliness, authenticity and condition.

All seven of the cars that competed in the Concours category looked perfect to me. But what do I know? One of the entries was even right hand drive. The competition and tensions ran very high.

The second category was People's Choice. This had 2 subcategories - stock and modified.

Twelve cars ranging from extreme custom jobs to total stock beauties competed in this category. The difference here was that the People's Choice cars were judged by attendees, not formal judges.

To say the least, the setting for the afternoon was exceptional. All cars were positioned on the lawn overlooking the scenic Gold golf course.

Attendees to the Concours were bussed to the site and back from Commonwealth Hall.

THE BIGGEST NIGHT

That evening was the spectacular DeLorean Gold International Buffet honoring all the members who attended from foreign countries. Cuisine for the evening included foods from Italy, China, Japan, Mongolia and America.

Following the banquet was the awards ceremony. Dr. William Massey III of Williamsburg was given an award of appreciation for the endless hours he put in acquiring newspaper and television coverage for the Expo and helping me coordinate the myriad of advance details necessary to put on an event of this magnitude.

Secondly, Charles and Gladys Muffley of Bethlehem, Pennsylvania were presented with the Board of Directors Award for supporting us by attending virtually every Expo we have produced.

Third came the DeLorean One Concours d'Elegance and People's Choice trophies and cash prizes. **Concours d'Elegance** Winners were:

First Place - Rob Grady
Second Place - Robert Cutrupi
Third Place - Danny Wise

(l to r): Bob Weinreb, Susan Weinreb, Donald Sigler

2nd place Concours d'Elegance winners Robert & Patricia Cutrupi

Concours d'Elegance participants George & Joanne Strubbe

1st place, Concours d'Elegance – Robert Grady

Judge Bob Weinreb hard at work during Concours d'Elegance

Concours d'Elegance participant Alvin Maier

EXPO94 continued...

People's Choice/Modified Winners were:

First Place - David Colley
Second Place - Hank Bolden
Third Place - Takashi Ohtbuka

People's Choice/Stock Winners were:

First Place - Ed Allebone
Second Place - Dennis Robson
Third Place - Brian McCabe

The evening closed with a huge raffle that had so many prizes, I'm surprised it's not still going on.

THE GRAN TOUR AND GROUP PHOTO AT WILLIAM & MARY COLLEGE

Early Sunday morning, everyone and their DeLoreans gathered at the Williamsburg Woodlands and headed out for a tour of Colonial Williamsburg. The tour, planned by Dr. Massey, included many sites that our weekenders may never have otherwise seen and it ended up at historic William & Mary College for a group photo of the cars.

This was the first time since its founding in the 1600's that vehicles have been allowed in their sunken gardens.

Charles & Gladys Muffley being presented the "Board of Directors Award"

President David Knudson with People's Choice "Stock" 1st place winner Ed Allebone

People's Choice "Modified" 1st place winners David & Linda Colley

People's Choice "Modified" 3rd place – Takashi Ohtbuka and Concours Director Don Sigler

David Knudson, People's Choice "Stock" 3rd place winner Suellyn McCabe, with Don Sigler

People's Choice "Modified" 2nd place winners Hank & Cynthia Bolden

DeLorean One's Stephen Wynne presents Concours d'Elegance 3rd place trophy and $50 check to Danny Wise

People's Choice "Stock" 2nd place winner Dennis Robson, accompanied by David Knudson and Concours Director Don Sigler

DeLorean One's Stephen Wynne presents Concours d'Elegance 2nd place trophy and $100 check to Robert & Patricia Cutrupi

A TRULY EXCEPTIONAL EXPO

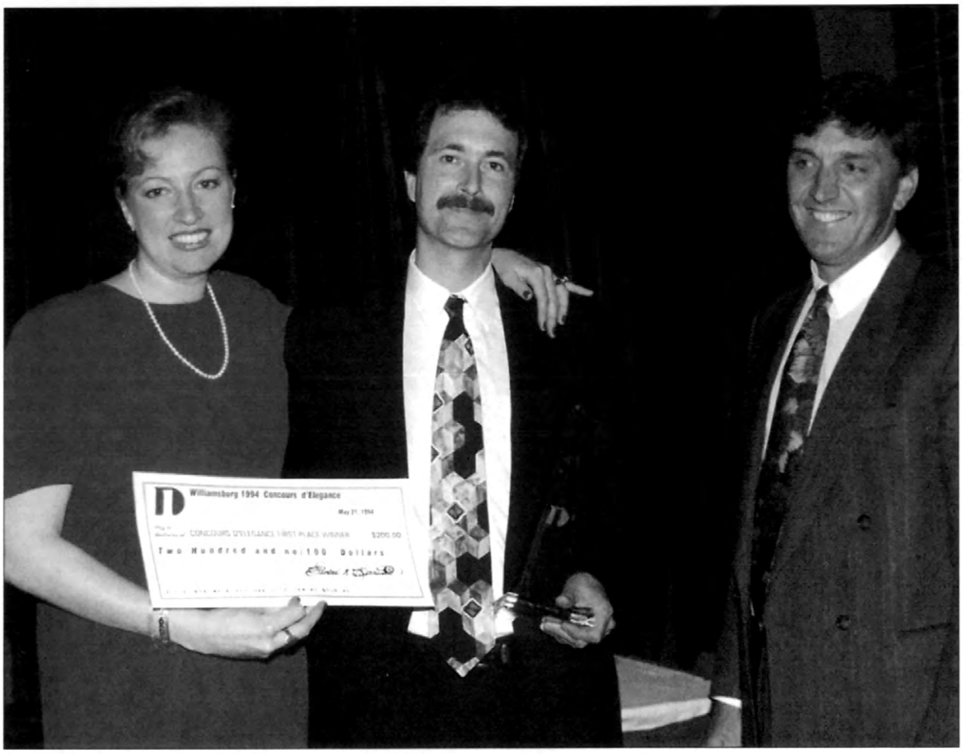
Whenever David and I travel back to the East and Midwest, we fall in love with the area all over again. It is so very different from Southern California.

Eastern and Midwestern Expos have given us a rare opportunity to see the moon over Cape Cod Bay, the beautiful estates of Lake Forest, the mighty Niagara, Cherry Blossoms in DC and the picturesque Lake of the Ozarks. Not to mention the many cities and villages in between. Now we can add Colonial Williamsburg and historic Virginia to our list.

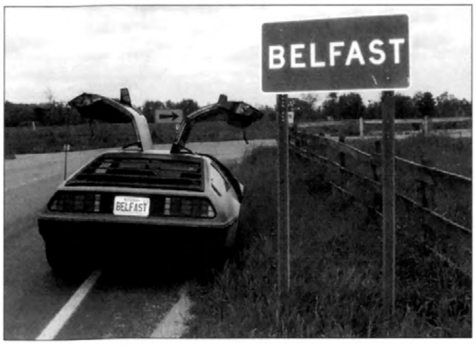
Expo '95 will be in Las Vegas next year. See you there and thanks to you midwesterners and easterners for your warm hospitality.

Tech Seminar with Dave Bauerle

"Junk Art" Display with Adam Paul at the Product Display and Sales


Williamsburg 1994 Concours d'Elegance
Two Hundred and no/100 Dollars

DeLorean One's Stephen Wynne presents Concours d'Elegance 1st place trophy and $200 check to Rob Grady and Debbie Newhouse (soon to be Mrs. Grady)



Robin McNeill's car in Belfast, Ohio on the way to the Expo. Note his license plate.

David Knudson presents Concours d'Elegance entry plaque to Tony Cook of Oxfordshire, England. Tony shipped over his right-hand-drive DeLorean for the Expo.

DELOREAN ONE

DeLorean One's Memorabilia Display at the Products Display; Millie Bernstein behind tables.

Autumn LEAVES OHIO STYLE

by Bob Trunick
Burghill, Ohio

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OHIO STYLE

Bob and Gail Trunick

October has always been a favorite month of mine. Autumn fashions its most brilliant palette of colors, and chilly nights warn of the cold winter months ahead. This is when Chapter 23 members get one last chance to get together before tucking in their DeLoreans for a long winter's nap.

AN HISTORIC NINETEENTH CENTURY VILLAGE

Our fall leaf tour began last autumn on a historic nineteenth century village square in the town of Brookfield, Ohio. My wife Gail and I own and operate an American craft gallery and gift shop in a renovated circa 1830 Early Greek Revival home. This served as our starting point, and soon after everyone arrived, we caravaned off along winding roads through the hills bordering Ohio and Pennsylvania.

Our first destination was a century old barn we had prepared the night before for our Sunday morning breakfast. Gail had done a wonderful job preparing our feast. Gingerbread pancakes cooked on a griddle were smothered in apple cider syrup and served with grilled homemade sausage, fresh fruit, gourmet coffee and tea, apple cider and home baked sunflower seed pie. Gail had even arranged for local musicians to serenade us with music played on the hammered dulcimer. Afterwards, we were treated to a morning hayride through the rolling pastures and along a creek to where beavers were building their dams, surrounded by a refuge flourishing with abundant wildlife.

When the cool misty morning began to break into sunshine, we cleaned up the barn and strapped ourselves back into our DeLoreans for our next fall leaf tour adventure.

HORSE DRAWN CARRIAGES

An hour or so after miles of leaf covered roads, we happened upon an historic village square in the Northeast Ohio town of Mesopotamia, rich in heritage and known for its sizable Amish population. Horse drawn carriages, lined in a row, were tied to hitching posts. Beyond, stood The Commons General Store, unchanged through many years, still offering everything from dry goods to ice cream and penny candy. This was a perfect place to give the horses under our hoods a rest. We found a space to hitch, gathered under a shelter and prepared for yet another surprise. In the trunk of our DeLorean, Gail had hidden homemade caramel and chocolate pecan covered apples.

We relaxed for awhile, enjoying our treats, listening to the clippity-clop of horse drawn buggies all around us. Plain clad bearded gentlemen rode along with their families, raising an occasional eyebrow as they passed by the DeLoreans, their bright-eyed little children peaking through tiny side windows at the sunlight gleaming off the stainless steel.

A "BACK-IN-TIME" WORLD

The afternoon was growing old and we still had much to do. We set off in our DeLoreans "back in time". Our tires made wide imprints in the hard dirt road, shared only by the tracks of horses and the wooden spoke wheels of wagons and buggies. Majestic farms stood peacefully against the countryside, immaculately detailed, their windmills spinning freely in the autumn breeze. There were no telephones and no electricity. This world from the past, frozen in time, was borne from the land it stood on, hand worked with the sweat and determination of its gentle inhabitants. The experience of such pure simplicity from the environment inside our high tech automobiles carved a lasting impression in all of us.

A VISIT TO PICKLE BILLS

In the early evening we reached our final destination. On the coast of Lake Erie, near the mouth of the Grand River, stands Pickle Bills, a restaurant as unusual as its name. Pickle Bills was built from everything including the kitchen sink (which sets on the roof along with every other imaginable). Patrons can choose gourmet hamburgers while sitting on swings at the bar, or enjoy steak and lobster in a nautical atmosphere overlooking the river where Lake Erie travelers dock their boats while they dine. As the sun set we shared friendly conversation, reminiscing the passing day and looking forward to tomorrow.

Chapter 23 events are always special. All it takes is an ounce of imagination blended with a spoonful of planning and warm memories are created to last a lifetime.

APPLE CIDER SYRUP

½ CUP SUGAR
4 TEASPOONS CORNSTARCH
½ TEASPOON GROUND CINNAMON
1 CUP APPLE CIDER OR APPLE JUICE
1 TABLESPOON LEMON JUICE
2 TABLESPOONS BUTTER OR MARGARINE

In a small saucepan stir together the sugar, cornstarch and cinnamon. Then stir in the apple cider or juice and lemon juice. • Cook and stir the mixture over medium heat till mixture is thickened and bubbly. Then cook and stir for 2 minutes more. • Remove saucepan from heat and stir in the butter or margarine till melted. Makes about 1-1/3 cups.

GINGERBREAD PANCAKES

1½ cups all-purpose flour
1 teaspoon baking powder
1 teaspoon ground cinnamon
½ teaspoon ground ginger
¼ teaspoon baking soda
¼ teaspoon salt
1 egg
1¼ cups milk
¼ cup molasses
3 tablespoons cooking oil
1 recipe Lemon Sauce

In a medium mixing bowl stir together the flour, baking powder, cinnamon, ginger, baking soda and salt. • In a large mixing bowl beat the egg and milk till combined. Then beat in molasses and cooking oil. • Add the flour mixture to the milk mixture and stir just till blended but slightly lumpy. • Pour about 1/4 cup batter for each pancake onto a hot, lightly greased griddle or heavy skillet. Cook over medium heat till browned, turning to cook second sides when pancakes have bubbly surfaces and slightly dry edges. Serve with Lemon Sauce. Makes about 10 pancakes. (We chose to use apple cider syrup instead of Lemon Sauce)

NOTE: THESE RECIPES WERE FOUND IN *BETTER HOMES AND GARDENS'* FAVORITE RECIPES FROM COUNTRY INNS AND BED & BREAKFASTS.

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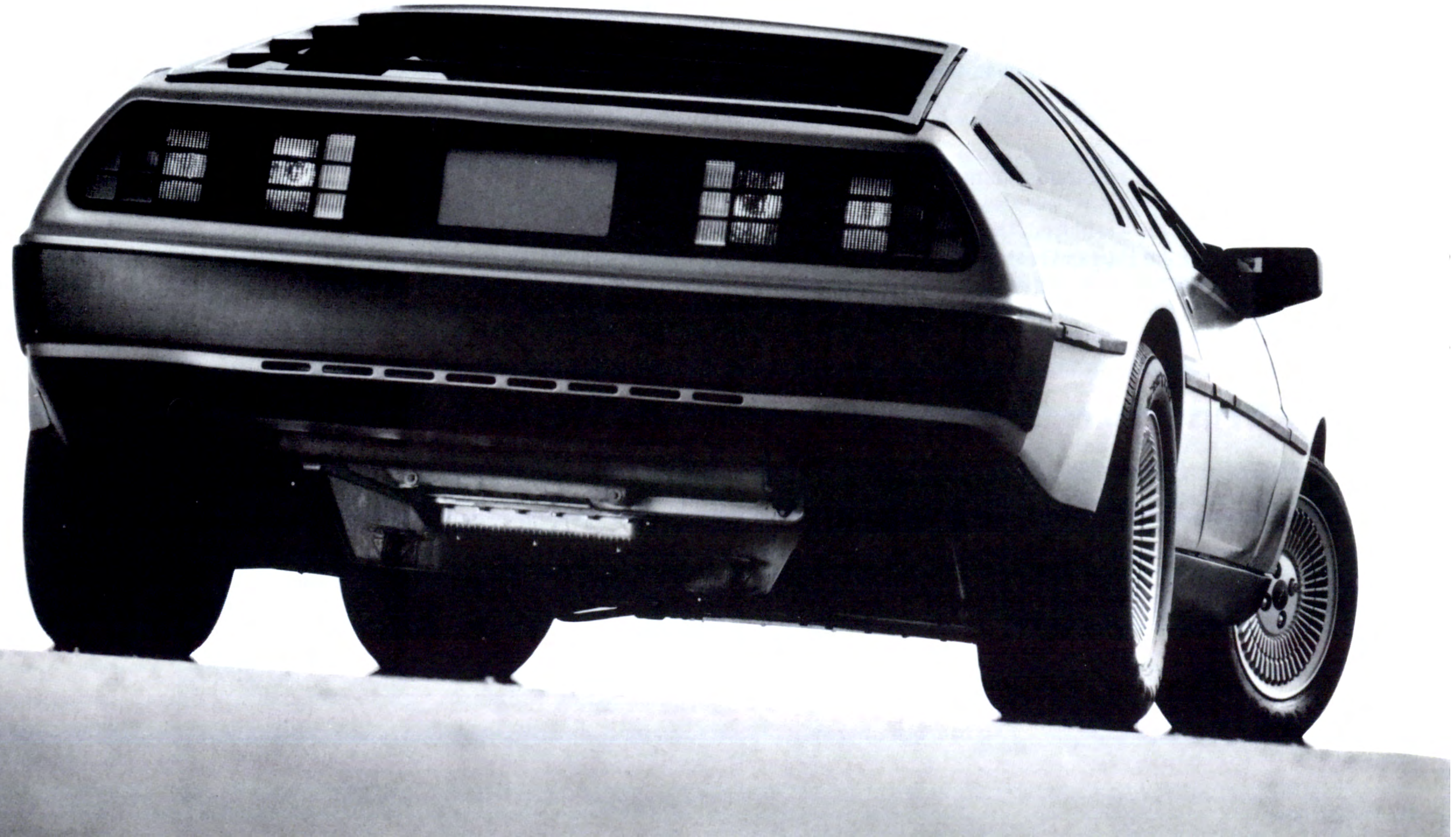

Why is everybody talking about DeLorean One's Preferred Client Program?

More and more DeLorean owners are realizing the many advantages they have as Preferred Clients. They've found that using DeLorean One as their exclusive source for parts and service pays off in many ways. For example:

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Upon approval as a Preferred Client, you will automatically receive 300 free points. Then, every dollar you spend at DeLorean One's California or Texas facility will earn more points redeemable in parts or service.

Preferred Client Toll Free Help Line

For years, we've offered a toll-free line to everyone. Unfortunately, many people have used it to try to rectify another mechanic's mistakes or to get professional technical assistance from us only to purchase inadequate parts elsewhere.

Therefore, we are phasing in a toll-free help line that will only be available to Preferred Clients in the future.

Rare Parts Priority

Some DeLorean parts have become virtually impossible to obtain.

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Additional Preferred Client Advantages

We are already working on even more advantages for our Preferred Clients, such as special prices, technical seminars, prize drawings and exclusive social gatherings.

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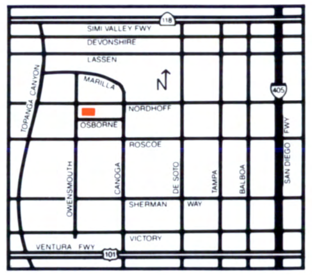
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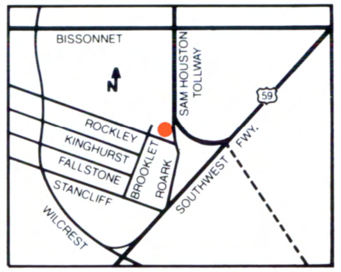
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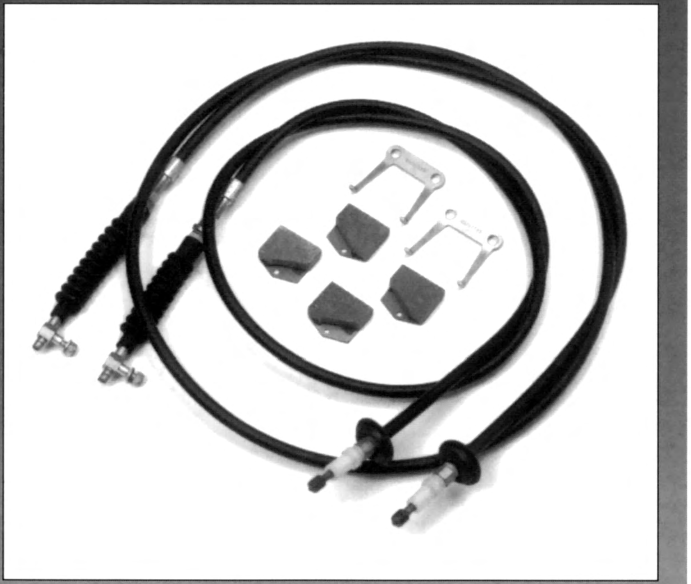

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108012G	**Padset, Rear Brake**	32.00
109098G	**Antisqueal Shims, Front Brake** (set of four)	12.50
1BG860	**Antisqueal Compound** (The most effective cure we've found for squeaky brakes)	8.50
109003G	**Retaining Pin Kit, Front Brake Pad** (Includes pad pins, clips & antirattle springs)	15.00
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1FRTPAD	**Front Padset** (with pin kit & antisqueal shims & compound)	55.00
1REARPAD	**Rear Padset** (with pin kit & compound)	45.00
100095G	**Rotor, Front Brake** (prs. recommended)	115.00 ea. / 220.00 pair
100252G	**Rotor, Rear Brake** (prs. recommended)	120.00 ea. / 230.00 pair
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WANT TO BUY OR SELL A DELOREAN? We buy high-quality DeLoreans, go through them with a fine-tooth comb, bring everything up to original factory specifications, then sell them with a 6,000-mile/6-month warranty. Call or write: **DELOREAN ONE,** 10804 Roark Road, Houston, TX 77099. Telephone: (713) 568-9573.

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CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $139.50 plus $8.50 shipping. **COOLANT BOTTLE CRACKED?** If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $169.50 plus $9.50 shipping. **SPEEDOMETER** on your DeLorean not working? Rebuilt angle drives available now! Only $129.50 each plus $8.90 shipping. California and Texas residents add 8.25% Sales Tax. **DELOREAN ONE,** 9006 Owensmouth Avenue, Canoga Park, CA 91304. Call one of our toll free Hotlines: **(800)DMC-HELP; (800)USA-DMC1 or California (818) 341-1796 or Texas (713) 568-9573.**

For Sale - **DELOREAN STAINLESS steel parts** like new, (210) 654-6501.

WANTED: COIL COVER (WITH DECAL) - black - fits over coil and wires (519) 434-1666.

DELOREAN WORLD, 33 OF 41 ISSUES $165; CALIF. LICENSE PLATES, BLUE, #"STLBIRD", DMV CLEAR XLNT, $50; REAR ANTI-SWAY BAR KIT, NEW $65; AERO SIDE SKIRTS WITH NACA AIR SCOOPS AND QUARTER PANEL AERO-SKIRT EXTENSION - NEW - $250 OBO (619) 765-3250.

COMPLETE LINE OF ORIGINAL EQUIPMENT PARTS IN STOCK
FULL LINE OF ACCESSORIES
Celebrating our 8th Year!
CALL: FRED LOCKETT
THE DELOREAN PILOT

DeLorean Specialties, Inc.

CUSTOM MADE SPRINGS TO LOWER THE NOSE OF YOUR DELOREAN. CALL **DELOREAN SPECIALTIES, INC. (800) 272-7374.**

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

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Saving Your DeLorean is a Phone Call Away.

Get the facts about rust that may be destroying your frame.

The epoxy coating that was supposed to preserve the DeLorean frame has instead accelerated oxidation (rust). DeLoreans have actually collapsed while driving due to rusted frame components.

Write or give us a call at (708) 682-8872 or fax us at (708) 682-8985 and we'll send you information on how to check your frame for rust damage.

Pearce Design Components
159 E. North Ave. #230
Glendale Heights, IL 60139

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FOR YOUR CONVENIENCE

photocopy this page, fill in the information below and fax to (708) 682-8985

Name: ____________________
Address: ____________________
City: ____________________
St & Zip: ____________________
Country: ____________________
Phone #: ____________________
Fax #: ____________________

EXPO - 94 CONCOURS d'ELEGANCE

And The Winners Are...

1st Place - Robert Grady, West Sayville, NY

2nd Place - Robert Cutrupl, Colts Neck, NJ **3rd Place - Dan Wise, Point Pleasant, NJ**

The Concours d'Elegance held at the DOA Williamsburg Expo on May 21st featured some of the worlds finest examples of the marque. One of the contestants transported his car from England for preparation in Texas. This right hand drive Delorean was then shipped to Virginia in an enclosed trailer for the concours.

Seven judges (one each for engines, interiors, body panels, etc.) scrutinized each car carefully, checking for minor imperfections or modifications from stock. When the scores were tallied the winners shared one advantage the others did not have. These three Deloreans were mechanically and cosmetically prepared by P.J. Grady, Inc. Of course the owners supplied their own elbow grease! Congratulations to Bob and Dan for their excellent finish in their first concours.

I would like to thank Delorean One for a very professional concours (and the beautiful crystal trophies!) and the judges for their time and expertise. Special thanks also to the Delorean Owners Association for a great expo. If you would like your car prepared for a concours, or wish to buy such a car, doesn't it make sense to deal with a service facility that has a winning record? Whether it's for show or go, we can help, just give us a call.

Robert Grady
Owner - P.J. Grady, Inc.

PJ Grady Inc.

DELOREAN SALES, PARTS, SERVICE AND RESTORATION

118 Montauk Highway, West Sayville, NY 11796

516-589-6224

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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TURBO MANIFOLD CO.

207 Ridge Road
Wheatley Heights, N.Y. 11798

TURBO HOTLINE: (516) 491-1248
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THINK TWIN TURBO.

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(305) 987-7584

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(214) 321-3907

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63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

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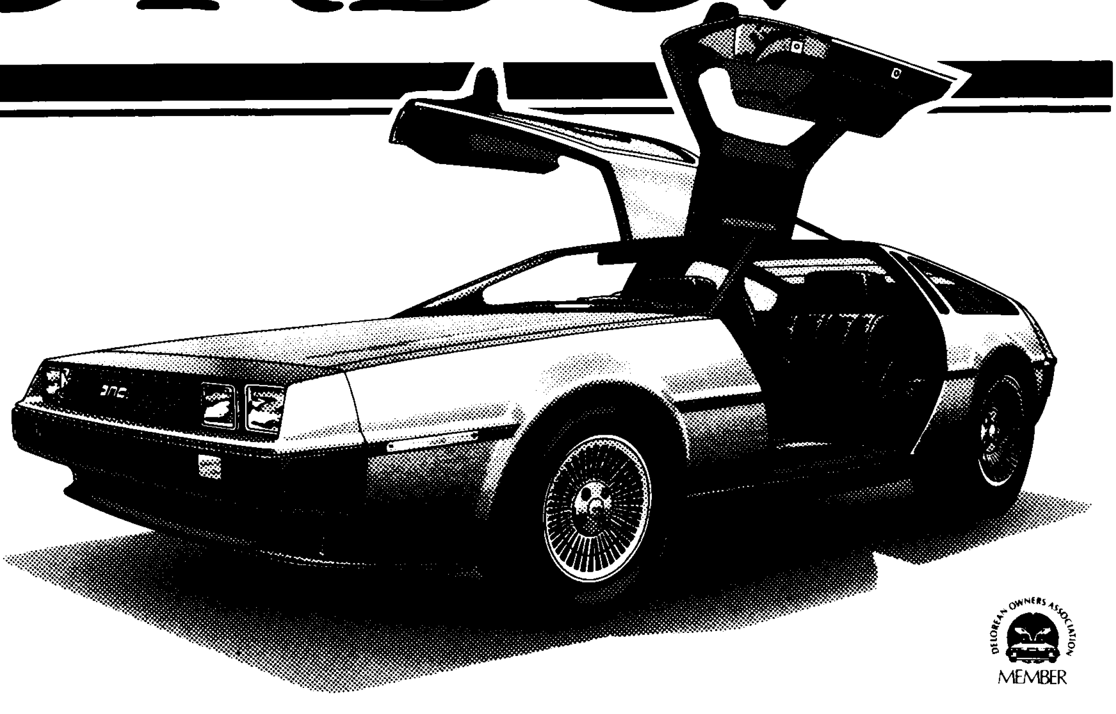
Santa Ana, CA 92705
Phone (714) 972-1216

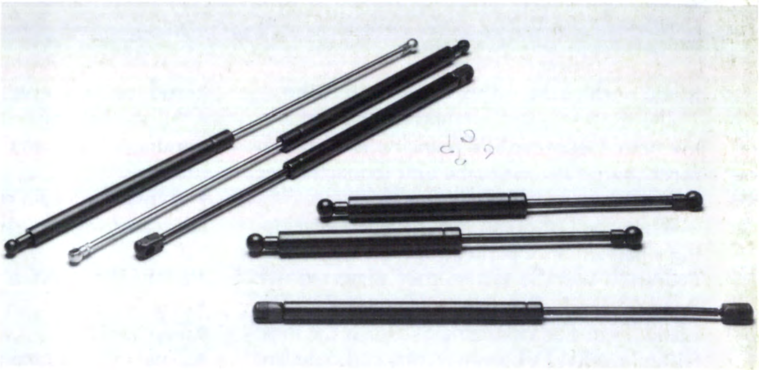
DeLorean Motor Center
13881 West Street
Garden Grove, CA 92643
Phone (714) 554-6794

Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030



DELOREAN OWNERS ASSOCIATION
MEMBER

ARE YOUR STRUTS OUT OF GAS?



If you own a DeLorean, you've had door or louvre strut problems. At best they're an annoyance. At worst, they're dangerous.

That's because the original, factory-issued struts are nearly thirteen years old now and they've lost a lot of their gas. In fact, even if you installed a "new" factory strut yesterday from old inventory, it wouldn't be safe for long.

Several years ago, we started searching the world (yes,the world) for new struts that were equal-to or better than the originals. We finally had to have them made specially.

Our new struts will make your life a lot easier and safer.

NOTE: Adjusting doors has resulted in a lot of damaged cars. Many of these adjustments could have been avoided by simply replacing the tired struts. **Do not adjust doors before replacing the struts.**

D600592	DeLorean One new extra-duty door strut	**$66.96**
D6LGSTRT	DeLorean One lifetime guarantee louvre strut	**49.63**
D605063	DeLorean One new luggage compartment strut	**49.89**
D6STRCMB	DeLorean One 6 gas strut combination set 2 door struts 2 lifetime guarantee louvre struts 2 luggage compartment struts	**298.97**

shipping 8.90 pair or 12.90/set of 6

DELOREAN ONE

24 hour, toll-free phone numbers:
(800) DMC-HELP or (800) USA-DMC1
FAX: (818) 998-6381

9006 Owensmouth Avenue, Canoga Park, California 91304 (818) 341-1796
10804 Roark Road, Houston, Texas 77099 (713) 568-9573

DELOREAN OWNERS ASSOCIATION
879 Randolph Road, Santa Barbara, CA 93111

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